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NEWS FROM WASHINGTON.

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TOPICS OF NATIONAL INTEREST. SUMS EXPENDED BY THE GENERAL GOVERNMENT ON RIVERS AND HARBORS IN NEW-YORK-POTTERY MEN AND THE TREASURY-SUITS PROJECTED

UNDER THE SHERMAN ACT. A correspondent of THE TRIBUNE furnishes a statement of the sums appropriated by Congress for the improvement of rivers and harbors in the State of New-York. Pottery manufacturers propose to have argument made with a view of reversing a recent tariff ruling of the Treasury Department. They also complain of the free-trade tendencies of Mr. James, the head of the Customs Division. There is a difference of opinion between the Interior Department and the officers of the Pacific Railroads as to the sums due the Government from the roads under the Sherman Act, and the matter will probably be taken into the courts.

NEW-YORK INTERNAL IMPROVEMENTS. THE SUMS APPROPRIATED BY THE NATIONAL GOV-ERNMENT FOR RIVERS AND HARBORS-WHAT THE STATE HAS SPENT ON THE CANALS.

BY TELEGRAPH TO THE TRIBUNE. WASHINGTON, April 15 .- A very careful and accurate compilation of the official figures shows that down to June 30, 1882, the United States Government had expended nearly \$9,500,000 for the im provement of rivers and harbors in the State of New-York. This is a large sum of money, and yet when compared with the expenditures by the State itself, for internal improvements, it dwindles into comparative insignificance. From 1817 to 1866 the State expended \$73,440,894 in the building and enlargement of canals, and the further sum of \$24,377,108 in repairing and maintaining them, making a total of \$97.818.002.

Appropriations for the improvement of rivers and harbors in New-York became a necessity as soon as the canals were built. For when the Erie Canal was opened to Buffalo in 1825, and to Oswego three years later, it immediately became necessary to improve the harbors at those places, and shortly afterward to remove the obstructions to the navigation of the Hudson River, which is the outlet of the canal system of the State. The first river and harbor appropriation for New-York was one of \$15,000 in 1826, for building a pier and repairing the old one at the mouth of Buffalo Creek. In 1827 an appropriation of \$3,000 was made for a pier at Dunkirk Harbor; in the same year also there was an apprepriation of \$33,308 for "building two piers at the mouth of the Oswego Harbor." That harbor had been surveyed two years before at a cost of \$590 53. In 1829 an appropriation of \$30,000 was made for Black Rock Harbor, the improvement of which was completed in 1836 at a total cost of

The Black River Harbor improvement, which was began in 1836, the same year in which the State began to dig the Black River Canal, cost altogether \$42,071 14. Since the beginning exactly a score of appropriations have been made for Buffalo Harbor, and the total amount c. pended thereon down to June 30, 1882, was \$1,456,713 57. At that date there was a balance of \$35,000 on hand, which has since been expended, together with nearly onethird of an appropriation of \$125,000 made last Three years ago the first appropriation for im

proving Buttermilk Channel, New-York Harbor, was made. Down to June 30 of last year \$70,000 had been expended, and there was a balance on hand of \$50,000, which, together with a large portion of the \$60,000 appropriated last August, has since been expended. In 1880 also the first appropriation for Canarsie Bay was made, Down to date the total expenditures have been about \$18,000. The improvement of Cattaranous Creek was begun in pleted in 1840, at a total cost of \$57,410. Charlette Harber, at the mouth of the Genesee River, was surveyed in 1828. Two years after the Genesee Valley Canal was begun; in 1829 the improve ment was begun with an appropriation of \$10,000, and the total expenditures to June 30, 1882, were \$289,707. The cost of improving Dunkirk Harbor from 1827 to 1882 was \$436,345. Between 1873 and last June \$47,000 had been expended on East Chester Creek and the sum of \$7,000 remained unexpended at the latter date.

NEARLY THREE MILLIONS FOR THE EAST RIVER. The East River and Heli Gate improvements were not begun until the year 1852, when an appropriation of \$20,000 was made. There the matter rested for eighteen years, when the sum of \$250,000 was appropriated; annual appropriations have been made since that time, and the aggregate expenditures to the end of the last fiscal year were \$2,695,000. The first appropriation for the harbor at New Rochelle was made in 1878; the total expenditures had been \$31,000 to June 30, at which time there was a balance of \$8,000 on hand. The improvement of Flushing Bay was begun in 1879. The total expenditures have been \$45,000. In 1881 an appropriation of \$40,000 was made for Gowanus Bay and three-fourths of it was expended prior to the end of the last fiscal year. The improvement of the harbor at Great Sodus Bay on Lake Ontario, was begun in 1829 and the sum of \$361,771 has been expended upon it. For the Harlem River improvement, the sum of \$410,000 has been appropriated and only \$10,000 expended.

MORE THAN A MILLION FOR THE HUDSON. The Hudson River improvement was begun in 1834, in accordance with a survey and plan submitted by the Secretary of War two years earlier; \$1,180,188 had been expended prior to June 30 1882, when there was a balance on hand of \$45,000. Huntington Harbor, Long Island, was improved in 1873 at a cost of \$22,500. The improvement of Little Sodus Harbor, Cayuga County, was begun in 1866, and the sum of \$218,840 has been expended upon it. Newtown Creek was improved in 1881 at a cost of \$10,000. Upon the improvement of Niagara River the sum of \$5,000 was expended. The improvement of the harbor at the mouth of Oak Orchard Creek, Ontario County, was begun in 1836 and completed last year at a total cost of \$173,500. The Ogdensburg Harbor improvement was not begun until 1852; it was completed in 1876, at a total cost of \$109,085. The first appropriation for Olcott Harbor was made in 1867; the last one in 1881; total expenditures, \$118,000. From 1826 to June 30, 1882, the sum of \$1,331,471 had been expended on Oswego Harbor. The improvement of Peconic River, Long Island, cost \$25,000. It was begun in 1872 and completed in 1874. The harbor improvement at Plattsburg was begun in 1836, and its total cost was \$139,180. The improvement of Port Chester Harbor was begun in 1873 and completed in 1878, at a total cost of \$10,050. The work at Port Jefferson Harbor was begun in 1852, and its cost down to June 30, 1882, \$72,200. In 1836 an appropriation of \$10,000 was made for the improvement of Portof \$10,000 was made for the improvement of Potliand Harbor, on Lake Erie. The total cost of the work, which was completed four years later, was \$55,202. The improvement of the harbor at the mouth of Salmon River, on Lake Ontario, which was begun in 1836 and completed in 1846, cost \$49,663. The Poultneyville Harbor improvement cost \$67,000 from 1870 to 1882. The Rondout Harbor improvement was begun in 1873, and it cost \$90,000. The improvement on Sackett's Harbor was begun in 1827 and finished three years afterward; it cost only \$5,477.

SOME OF THE MINOR APPROPRIATIONS. In 1828 an appropriation of \$300 was made fo the survey of the mouth of Sandy Creek, with a view to making a harbor; only \$127 was expended and no further appropriations were made. Of an appropriation of \$150 made the next year for a survey prayer-meeting was held and the sacrament adminis-

of Sag Harbor for a like purpose, \$134 was expended and no work was ever begun. For the removal of sunken rocks and wrecks from the Sandy Hook channel, appropriations amounting to \$116,530 were made from 1868 to 1873; of this sum only \$78,883 was expended, the balance being covered back into the National Treasury in 1872 and 1877. Of the \$8,000 appropriated for improving Sheepshead Bay, only \$1,000 had been expended prior to June 30, 1882.

In 1837 and 1838, the sum of \$18,486 was expended in building an ice-breaker on Staten Island. This was the first money expended by the General Government for the protection of shipping in the harbor of New-York. In 1881, an appropriation of \$5,000 was made for Sumpawamus Inlet; only \$1,000 of it had been used prior to June 30, 1882. The appropriation of \$5,000 for improving Ticonderoga River was all expended before the end of the last fiscal year. For Waddington Harbor the first appropriation was made in 1873; the total expenditures were \$35,500. In 1836 an appropriation of \$8,000 was made to begin the improvement of the harbor at Whitehall, one of the termini of the Champlain Canal; the works were completed in 1839, at a total cost of \$33,000. The improvement of the harbor at Whitehall, one of the termini of the Champlain Canal; the works were completed in 1839, at a total cost of \$33,000. The improvement of the harbor at Wilson was begun in 1875, and the sum of \$45,000 has been expended upon it.

COMMERCE OF WESTERN STATES BENEFITED. This completes the list of New-York rivers and harbors for the improvement of which money has been expended by the National Government. It will be observed that a very large proportion of the money was expended upon works which, in conjunction with the canal system established and maintained by the State at her own expense, have been of incalculable benefit to the commerce of a half-dozen at least of the most populous and wealthy States of the West and Northwest; and also that another very large proportion has been used for the improvement of one great harbor which invites the commerce of the world. In round terms it may be said that nearly \$5,500,000 was required to furnish harbors for the inter-State and international commerce which feeds the canal system of the State, \$1,000,000 to improve the Hudson River outlet of that system, and \$3,000,000 to provide for the safety and convenience of the foreign commerce which seeks the commercial metropolis of the nation. The expenditures of the General Government have been actually, as well as relatively, insignificant on account of river and harbor improvements in the Empire State which benefit merely State or local commerce. incalculable benefit to the commerce of a half-dozen

COMPLAINTS OF POTTERY MAKERS.

DISSATISFIED WITH A TREASURY RULING ON THE TAR-IFF LAW-A MANUFACTURER ON MR. JAMES.

IBY TELEGRAPH TO THE TRIBUNE. WASHINGTON, April 15 .- The American pottery manufacturers are by no means reconciled to the decision of Secretary Folger that section 7 of the new Tariff law become operative on March 3, and an argument in their behalf will be made before the Secretary to-morrow by ex-Representative Robeson, with a view of securing, if possible, a reversal of the decision.

The manufacturers hold that all the parts of the law must be construed together and that a single section cannot be made the subject of a separate construction. They say that in order to carry out the recent ruling, it has been necessary for the Treasury officers to improvise a form of oath to be taken by the agent, importer or consignee-a form of oath which is not provided by the law as it now stands; and they declare that the officers have no more right to do that than they would have to change another part of the Tariff law.

The manufacturers also complain that the recent decision deprives them of every opportunity to appear to the courts for redress; there is no ground upon which they can base an appeal and the importers and foreign manufacturers will, of course, not appeal from a decision which gives them an advantage of about 15 per cent on all importations before July 1. Had the decision been against the importers they might have paid the duties under protest and then have gone to the courts for a judicial construction of the law.

The American manufacturers complain not only of the injustice of this particular ruling. They assert that the rulings of the Treasury Department are uniformly adverse to the interests of American manufacturers and favorable to the importers and the agents of foreign manufacturers.

To a TRIBUNE correspondent recently a prominent Eastern manufacturer said: "There ought to be a partment. Mr. James, who is at the head of it, is a man of considerable ability and Assistant Secretary French is completely under his influence. I under stand that Mr. James is an Englishman and is instand that Mr. James is an Englishman and sin-imical to the policy of protection. I know that he is hand-in-glove with some of the New-York Custom House brokers and it is notorious that they know of any decision affecting the interests of importers or of any investigation that is to be made in any department of the New-York Custom House long or of any investigation that is to be made in any department of the New-York Custom House long before the official information reaches the Collector of the Port. About a year ago an inquiry was ordered into the cruckery department there, and the brokers on the street knew it before Collectur Robertsea did." The gentleman who made and the orders on the arrect when it is offered to the control of the foregoing statement is perfectly responsible, as well as pie of thoroughly informed respecting the matters of which he spoke.

Representative Brewer, of New Jersey, who is a

pottery manufacturer, and who is now in Washington, is greatly dissatisfied with the course pursued by Mr. James, who, he declares, is spartial toward the importer and the foreign manufacturer, at the expense of the American manufacturer.

NET EARNINGS OF THE PACIFIC ROADS. A DIFFERENCE BETWEEN THE INTERIOR DEPART-MENT AND THE RAILROAD OFFICERS.

[BY TELEGRAPH TO THE TRIBUNE.] WASHINGTON, April 15.-For a year or more there has been a difference of opinion between the officers of the Interior Department and the officers of the Pacific Railroads as to what constitutes the net earnings of the railroads according to the Thurman

The difference in the case of the Union Pacific Railroad Company amounts to about \$1,000,000. Some time ago the attorneys of that company proposed to the Secretary of the Interior that an agreed state of facts should be prepared and the case taken to the courts for a decision. At first Secretary Teller was disposed to assent to this, but he after ward declined, on the grounds that he doubted his authority to do so, and that he might agree to a state of facts which would afterward imperi the interests of the Government. He, therefore, several weeks ago sent a letter to the Attorney-General, in which he set out the grounds of General, in which he set out the grounds of contro-general, in which he set out the grounds of contro-versy and requested that a suit be brought against the Union Pacific Company for the proper proper-tion of the difference between the amount which the company concedes to be "net earnings" and the amount which the Interior Department claims to

amount which the interior Department claims to be due on the same account.

Secretary Teller said to-day that the main items which make up the difference are charges for repairs and maintenance of the road, rolling stock, etc. The suit has not yet been brought and Secretary Teller is not advised as to when it will be begun.

SUICIDE AFTER SHOOTING THREE MEN

NORWICH, Conn., April 15 .- Olney Burgess, of Foster, R. I., while making a social call upon Daniel and Henry Burlingame, at Killingly, Conn., on Saturday last, suddenly drew a revolver and shot Daniel, slightly injuring him. In a struggle for possession of the pisto Henry was dangerously wounded, a ball entering his nostral. Burgess returned to Rhode Island, where he was arrested. While being taken to fall at Killingly he asked to be allowed to jump overboard, which, he said, would save the State trouble and expense. He was locked up but died in a few nours from poison administered by himself. Three years ago he shot a man, blinding him

MOTHER AND CHILD DEOWNED.

DUBUQUE, Ia., April 15 .- This afternoon the bodies of Mrs. H. Biefrecht, wife of a well-known druggist of this place, and her son, age three, were found at the bottom of a well fifty feet deep. Mother and child posed that the woman threw the child into the well and then jumped in herself, as the high curbing around it forbids the supposition that the little one fell in acci-dentally. were alone in the house during the forenoon. It is sup-

THE LATTER DAY SAINTS' REUNION.

KIRTLAND, Ohio, April 15 .- The business of the Mormon conference having been finished yesterday, to-day was devoted to closing religious exercises. A

tered early this morning, followed by forenoon, after-noon and evening services, at which sermons were preached by Joseph Smith, head of the anti-polygamous Mormon church, and other leaders.

RAILROAD NEWS.

THE WARFARE IN COLORADO.

WHAT EX-GOVERNOR EVANS SAYS OF THE CON-TEST BETWEEN THE DENVER AND RIO GRANDE AND THE DENVER AND NEW-ORLEANS ROADS.

Ex-Governor John Evans, of Colorado, presdent of the Denver and New-Orleans road Company, is in the city. Recently he talked with a TRIBUNE reporter regarding the suit brought by his company against the Atchison, Topeka and Santa Fé Railroad for \$1,000,000 damages, mentioned in THE TRIBUNE of Saturday.

"The Constitution of Colorado," said Mr. Evans, "re quires all railroads in the State to connect and do busiess with each other when their lines join. It also prohibits discriminations among them. The Atchison, with other roads, agreed that they would not do any business with any road competing with the Denver and Rio Grande. They have, under this agreement, for a year refused to do business with the Denver and New-Orleans, and thus injured it greatly. The United States District Court, Judges McCrary and Hallett concurring, has recently decided that this contract was void. In the language of the Court, 'It is enough to say that it is a conspiracy to grasp commerce and suppress the building of railroads in two great States, -Colorado and Kansas. The Court has decreed and enjoined that the Atchison Company must do business with our road, and on the same terms as it does with other roads. The Atchison Company has now entered into a new agreement to injure the Denver and New-Orleans, which is a palpable evasion of the injunction of the Court. It is to stop this evasion and recover damages for the past year's njury that this last suit for \$1,000,000 damages is

Mr. Evans referred to misrepresentations of the position of his company which he declared had been put into circulation by its rival. "For instance," he said, "one newspaper says that the agreement of the Denver and Rio Grande to take 5 cents per 100 pounds for its share of through freights from Missouri River points to Denver, when its snare had been 53 cents out of \$2 40 per hundred, has obliged the Denver and New-Orleans to accept similar proportions and renders it unable to compete with the Denver and Rio Grande. Orleans to accept similar proportions and renders it unable to compete with the Denver and Rio Grande. The truth is that the former pool rate of division was maintained by the Atchison and Rio Grande companies for thirty days after the decree of the United States Court was promulgated, and until the day after it went into effect. The Denver and Rio Grande now agrees to give the Atchison 48 sents per 100 pounds out of 53 cents which it was entitled to receive, and to give it \$4.85 out of the \$5.00 on each passenger carrien. The Atchison maintains its through rates on freights and passengers the same as before, and draws its proportion of earnings out of the Colorado pool. But this attempt to evade the decree of the United States Court in no way compels the Denver and New-Orleans to take like proportions, or, in other words, to haul for nothing. One road is entitled to \$5.00 on each through passenger and 53 cents per 100 pounds on first-class through freight, which were its proportion of the through passenger and 53 cents per 100 pounds on first-class through freight, which were its proportion of the through passenger in the decree of the Court was issued. If not, the injunction from the United States Court becomes a farce, for by such hocus poous arrangements as this agreement to haul for nothing on one part and to receive all the pay on the other part, a decree and an injunction become of no effect. I hear a general expression of surprise that the Atchison, Topeka and Santa Fé should lend taself to such an operation. On the part of the Denver and Rio Grande, it is the most vindicive railroad war in the history of the country. That road has used the most desperate means ever used in railroad warfare. And the present management are sobiticr and reientless that they refuse all offers for a fair cessation of hostilines; refuse the reson talk of terms, walle we are willing to arbitrate if we cannot agree. And I believe, unless that they refuse all offers for a fair cessation of hostilines; refuse they bankrupt their

"Will they not bankrupt the Denver and New-Orleans Company first 1"

"No. And if they do it will fall into hands that will injure the Rio Grande tenfold more than the present company can. It is the most senseless contest and the most suicidal policy on the part of the Denver and Rio Grande. It throws away the earnings on the best part of its road to break down a rival line. Its track it cannot remove. Our line is a first-class standard gauge railroad in actual operation, built for all time. If the Rio Grande should succeed in forcing it to a sale it will pass into hands that will make it a threefold stronger rival. It fights when the odds are all against it. The Denver and New-Orleans owes little except to its own stockholders, and has no interest or fixed charges to pay, and carns even under the fight more than operating expenses. The Rio Grande has an enormous bonded debt on which to provide the interest, and cannot afford to throw away its earnings much tonger.
"I keye it from an unide source, and do not doubt it.

interest, and cannot afford to throw away its earnings much longer.

"I have it from an inside source, and do not doubt it, that in the local passenger business alone the Rio Grande losses over \$1,000 a day, and on irelight as much more. Now that its management proposes to throw or give away the through freights and passenger fares, it is fair to estimate that the amount will be doubled, making its losses heavier than any road in the country can stand."

"You think that the Rio Grande cannot break your company down by continuing this commous sacrifice for this purpose?"

"I know they cannot. Our company is a local one; three-fouriths of it is owned in Colorado, and its management is all there. The company has not a bond out, and has few debts except to its own stockholders, who have so far built it with their own money and are determined to compicte it to a through connection with the Guif of Mexico, giving it an outlet to the sea shorter by a thousand miles than to come to the Atlantic coast."

PROJECTS IN CONNECTICUT.

NEW-HAVEN, Conn., April 15 .- Various obtacles have conspired to prevent the building of the branch railroad from the New-York, New-Haven and Hartford road to Savin Rock, at West Haven, in time for the sammer travel this season, as was anticipated last fall. Work will, however, be begun, and the road will probably be completed by the last of August or the early part of September. The estimated cost of the road, which will be nearly three miles in length, is \$50,000. The operations of constructing additional tracks be tween Stamford and New-Rochelle, lowering grades and straightening the line will be entered upon by the con-

THE MEXICAN CENTRAL.

CITY OF MEXICO, April 14.—The Two Repub-Mcs will announce to morrow that Ramon Guzman and Sebastian Camacho, representing the Mexican Central Railroad, signed a contract with the Government yester-day consolidating all the concessions made to the company since September, 1881, on the following basis: All the periods specified for the construction of lines are extended, as well as the exemptions and privileges apperaining thereto. The subsidy of 6 per cent of the customs duties is increased to 8 per cent from September of next duties is increased to 8 per cent from September of next, year, provided the main line from Mexico to El Paso is completed by that date, as the company expects it will be. The company is authorized to increase the tariff on the interoccapic line from Tampico on the Atlantic to San Blas on the Pacific. The Government agrees to join the company in celebrating as a national event the arrival of the first train from Washington to Mexico, which will probably occur next spring.

THE MISSING LINK IN A THROUGH LINE. IBY TELEGRAPH TO THE TRIBUNE.

COLUMBIA, S. C., April 15 .- The stockholders of the Asheville and Spartanburg Rullroad have made a mortgage for \$500,000 to build and equip the unfinished portion of the road from Hendersonville to Asheville in North Carolina. The work will begin at once and will be ompleted in two months. This road will be the last ink in the Air Line between the South Atlantic Coast and the Northwest.

THE VICEROYAL PARTY IN BOSTON.

Boston, Mass., April 15 .- The tempestuous weather experienced by the Tenedos on the way from the Bermudas so greatly affected the Princess Louise in her present delica te state of health that she was compelled to seek repose so that she might be fortifed for further travel. The party did not attend church to-day Just before noon the Marquis of Lorne, accompanied by Colonels Bagot and Hervey, took a stroll. In the diner a little before 6 o'clock. Colonel De Winton ex-pressed the Governor-General's desire to pass the little time he is here in a quiet way. It is understood that the Marquis and Princess will to-morrow take the oppor-tunity of seeing some of the sights of the city.

J. Stephenson, general passenger agent of the Grand Trunk Railway, bas charge of the transportation of the party, and the special cars provided by the Grand Trunk road are in readiness. The party is expected to leave on the 7 o'clock Montreal evening train from the Lowell depot on Monday. afternoon all the visitors took a short walk, returning to

AN OLD LADY'S GIFTS TO A CHURCH.

Boston, April 15 .- The Congregational Church at Orwell, Vt., has just received \$5,000 from Mrs. Sally C. Young, who is ninety-eight years old. She recently gave the same church a bell and a fine clock. Scott assaulted the officer, who attempted to arrest him for fighting. Robert Scott, his father, who originated

FOREIGN NEWS.

THE PHŒNIX PARK MURDER TRIALS. DUBLIN, April 15 .- Although true bills have been returned against eleven of the prisoners charged with the Phonix Park murders, it is believed that only seven will be tried on a capital charge. It is stated that Delaney and McCaffrey will plead

stated that Delaney and McCaffrey will plead guilty. Peter Carey will testify on Monday that he was sworn in as an Invincible by his brother. Kelly will be tried after Curley. After the verdict had been rendered against Joseph Brady on Friday, the foreman of the jury found a letter at home making a freuzied appeal for the return of a verdict of not guilty, and warning him that otherwise he would surely be killed.

THE SEARCH FOR "NUMBER ONE." DUBLIN, April 15 .- The mother of Peter Tynar the man who has been identified as "Number One," and for whom search is now being made, declared to a reporter to-day that she believed it was true that her son was the superior officer of the Invinci-

THE DYNAMITE CONSPIRACIES. LONDON, April 15 .- The Observer states that an English vessel with a large cargo of dynamite has sailed from Antwerp for England, and that the po-

lice are cognizant of her movements. Bernard Gallagher, the man arrested at Glasgow on a charge of being connected with the dynamite plot, has been brought to London. He was ex-amined at the Bow Street Police Court to-day. He denied that he had turned approver.

QUEEN VICTORIA'S INJURED KNEE. LONDON, April 15 .- The Court Circular states that the Queen's doctor saw Her Majesty on Saturday and dressed the injured knee. The condition of the joint is much improved and the Queen will ultimately regain the full power of the lime, but some time must clapse before she will be able to walk or stand for any length of time without in-

HEALTH OF THE COUNT DE CHAMBORD. Paris, April 15 .- The Count de Chambord is better. The reports of his illness have been exag-

TREATY BETWEEN FRANCE AND ANNAM. Paris, April 15 .- The Temps says that Captain Kergaradec, who has been appointed Envoy to Annam, will submit to the authorities of Annam a new treaty which will more clearly define and guarantee the rights of France. If this treaty should be rejected, strong measures will be adopted to give effect to the treaty of 1874.

THE MESSAGE OF EMPEROR WILLIAM. BERLIN, April 15 .- It is reported that the Liberal members of the Reichstag propose to present an address in reply to the Enperor's message, which was read in the Reichstag on Friday. The Liberal ournals are dissatisfied with the message. Their criticisms are, however, directed against Prince Bismarck and not the Emperor. The Vossische Zeitung says the message is a clever expedient to effect a dissolution of the Reichstag, which will now be made on the ground of non-acquiescence in the message. The National Zeitung doubts the necessity of the message.

A NEW DUTCH MINISTRY FORMED. THE HAGUE, April 15 .- A new Ministry has been formed under Dr. Heemskerk Az, a member of the Council of State.

DEATH OF FRIEDRICH FRANZ II. SCHWERIN, April 15 .- Friedrich Franz II., Grand Duke of Mecklenburg-Schwerin, died at 10 o'clock

Friedrich Franz II. was born February 28, 1823, and asocceded to his titles in 1842. He was Inspector-Gen-eral in the German Army, a Russian Field-Marshal and a Colonel in the Austrian Army. He was married three times-first, to the Grand Duchess Augusta of Reuss-Schleiz-Koestritz; second, to the Grand Duchess Anne of Hesse, and, third, to the Grand Duchess Marie of Schwarzbourg-Rudolstadt. His mother was the daughter of Friedrich William III. of Prussia. The Grand Duke leaves six sons and two daughters. His eldest son, Frederick Franz, is thirty-two years old and is the hus-band of the Grand Duchess Anastasia of Russia.

THE FIRE RECORD.

A LOSS OF \$170,000 IN BROADWAY. Smoke was seen issuing from the basement f the five-story brick building at Nos. 279, 281 and 288 Broadway at noon yesterday. As it was in a dangerous part of the city a third alarm was sent out at once, which brought a dezen engines and four hook and /adder companies to the spot-The building is occupied by E. Remington & Sons, gun and ammunition dealers; the Hall Safe and Lock Company, and by Bradstreet's Commercial Agency. For a on g time the smoke streamed from the basement, where was stored ammunition and rifles, without the firemen being able to tell from whence it came The flames were seen spreading among the paper stock

of Bradstreet's Agency, and were only confined to the building and at last subdued after a stubborn fight, the water tower doing effective service on a rear wing of the building fronting Reade-st.

The first floor and busement of Nos. 281 and 283, running around the entire length of the building to the Reade-st front, were occupied by Remington, waose loss from fire and water was placed at \$50,000, which is partially covered by insurance. The first floor and basement of No. 279 were occupied by the fall Safe Company, whose only damage was to furniture by water, and will not exceed \$5,000. The greatest loss happened to the inflammable paper stock of the Bradstreet Agency, who print several journals. They occupied the four upper floors of the structure running around to Reade-st., and their loss is estimated at \$100,000, entirely covered by insurance. The damage to the building, which belonged to the Carter estate, is about \$15,000, making the total loss \$170,000. The origin of the fire was not discovered.

LOSSES AT OTHER PLACES.

St. Paul, Minn., April 15 .- Fire yesterday at Menomonee, Wis., destroyed the warehouse of Knapp, tout & Co., together with a large amount of goods. The St. Louis. April 15 .- The furniture factory here of Stockhauser & Co. was burned late last night. The loss is \$45,000; the insurance \$21,000.

HEAVY STORMS IN THE WEST.

CHICAGO, April 15 .- Reports from various coints throughout the Northwest are to the effect that heavy windstorms were experienced yesterday and last night, in many localities accompanied by a driving rain. The disturbances covered portions of the States of Wis onsin, Minnesota, Illinois, Iowa, Nebraska, Kansas and Missouri. Considerable damage was done to houses, barns and fences, but no loss of life is reported. In Chicago and throughout northern Illinois a stif, gusty gate prevailed, accompanied by heavy rain. The telegraph wires were greatly obstructed.

DES MOINES, April 15. - Friday night's storm was very violent here, and at Adair, west of here, a hotel addition was demolished, and the roof of Myers's block was blown off. Moran & McManus's new building was demolished and twenty stables were removed from their foundations. Some damage was also done at Anits. The people fied to caves for protection. A large barn south of Anita was blown down and a house was struck by lightning and burned.

St. Paul, April 15. -The storm has cut off all telegraphic communication with the West and North further than Brainerd in this State. A gale was blowing here all day yesterday with occasional rain and hall.

THE MILITARY TEAM RIFLE MATCH.

ALBANY, April 15, -Adjutant-General Farnsworth has issued the following general order:

worth has issued the following general order:

It is the desire of the Commander-in-Chief that the
National Guard of this State shall be worthily represented in the American Military Team which will compete with the Volunteers of Great Britan, in the match
to be shot at Wimbledon in July next, and to this end a
trophy or money (optional) to the value of \$75 will be
given by the State to each man accepted upon the team
from its National Guard. Competitors complying with
the requirements of the various circulars of the National
Rifle Association, to which attention is called, will be
furnished with the proper certificate from General
Headquarters.

SHOT BY POLICEMEN.

PHILADELPHIA, April 15 .- Michael McAndrews, who was shot in the stomach on Friday night in died this morning from his injuries. John Scott was shot at Twentieth and Market ets. last night by Officer Barger and lies in a critical condition.

the disturbance, was arrested, and he and the officer were held to await the result of the wounded man's in-jurice.

DEFRAUDING THE GOVERNMENT.

CHARGES AGAINST TREASURY EMPLOYES. TESTIMONY SAID TO HAVE BEEN PLACED BEFORE SECRETARY FOLGER IN CONNECTION WITH THE BUILDING OF THE BOSTON POST OFFICE EXTEN-

IBY TELEGRAPH TO THE TRIBUNE. Boston, April 15 .- The Herald publishes a long story about frands perpetrated in the construction of the extension to the Boston Post Office. The extension has already cost much more than the original estimates, while its construction has dragged slowly. When the extension was supposed to be on the eve of completion, information reached Secretary Folger to the effect that gross corruption and dishonesty were being practised on the Government by some of those engaged in the construction of the building. Secretary Folger's attention was first called to the alleged arregularities last fall.

The exposure originated in a quarrel between John C. Fennelly, who had the contract to furnish the plumbing. and Dennis A. Horgan, who was appointed by the Government to superintend the work. Horgan furnished evidence to show that Fennelly was "crooked," and later on charges of a similar character affecting others were made to the Secretary, who decided at once to sift the matter to the bottom. Special Agents Bingham and Kimball, of the Secret Service, were detailed to investigate the matter. Horgan charges that Fennelly carried men on the pay-roll at \$3 50 per day as mechanics who were common laborers employed at \$6 and \$8 per week. At the same time Fennelly also carried on the pay-roll a number of helpers at \$2 a day, but actually paid each only \$5 a week. He placed his foreman on the pay-roll as a plumber at \$3 25 per day, after having carried him on the roll as boss gas-fitter for a year and a half at \$4 50 per day. The man was John Powers, who was not a plumber and knew less about the business than the greenest helper. Fennelly had a man named O'Neill on the pay-roll as gas-fitter at \$3 50 per day. O'Neill was a common laborer, and was paid by Fennelly only \$8 per week. Gorgan also testified that Fennelly had "feathered his nest" in furnishing stock, supposed to be used in the building, and had made a clear profit of about 70 per cent through the assistance of Chief Clerk Parsons.

A portion of the evidence put in tended to indicate that some of the books used in connection with the construction of the extension were taken away suspiciously from the post office just prior to the opening of the investigation. James Miller testified that several loads of costly timber, purchased for use in the building, were sent to Parsons's residence in Malden. This timber was loaded by Government employes during working hours, and the teaming was charged to and paid by the Government. Some of this lumber was afterward found by one of the special agents laid as sidewalk about Parsons's residence in Malden.

Charles E. Cahill, foreman of laborers, testified to the selling of large quantities of sand to vessels for ballast. This cost the Government \$1 97 per load in addition to the loss of the sand. Three dollars and a half per day was charged for each cart employed. Cahill further testified that large quantities of lumber were sent from the Post Office Extension to the residence of Mr. Hill, the father of Supervising Architect Hill, in Malden. Mr. Hill held the position of foreman of painters employed on the Extension, and got timber sent to his house at the expense of the Government, with no cost to himself.

Reardon's teams did the hauling, and were paid for it by the Government. Hill was paid \$4 50 per day as foreman. Mr. Kennard, the assistant treasurer and disbursing agent for the Extension, was present and saw the timber taken to Parsons. Cahill told Kennard at the time where the timber

was going.
Thomas Houghton, another employe on the Ex-tension, testified in effect that the timber sent to Parsons was picked timber, and that he helped load Parsons was picked timber, and that he helped load the carts in which the sand was carried off, and that altogether he knew that over 500 loads were carried off. The sand was serviceable. Houghton turther testified that under the sidewalks on the Water and Milk street sides of the building, the earth was found to consist of blue boxing clay worth \$150 a load. This clay, which is considered one of the best of natural foundations, was dug out the entire length of the building under the sidewalks, in some places to a depth of six feet, and was carted off to various points where it was sold. Reardon, as usual, did the hauling, and was paid for the work by the Government. The excavation caused by the taking out of this clay was filled with the crushed and broken brick, which had cost the Government between four and five dollars per cubic yard, and to between four and five dollars per cubic yard, and to hide its presence a thick layer of cement was laid on top of it. It took six weeks to cart off the clay, and sometimes six teams were accounted to etimes six teams were employed daily

and sometimes six teams were employed daily at \$3 50 each per day.

It was shown to the satisfaction of the inspectors that much of the work was very shabbily and imperfectly done; and, while the Government paid for first-class work and first-class materials, it obtained in many instances the poorest. It was also charged that Mr. Folsam, who is paid \$6 50 as assistant superintendent on the buildings, gives only an hour a day to the buildings, although he is supposed to give ten hours a day; instead he gives most of his time to superintending the construction of numerous to superintending the construction other buildings; notably a residence for Lieutenant

NO FLOWERS ON DECORATION DAY. (BY TELEGRAPH TO THE TRIBUNE.)

Boston, April 15 .- John A. Andrews Post, 15, Grand Army of the Ropublic, of this city, has voted to do away with all flowers or floral emblems on Decoration Day and decorate simply with the Stars and Stripes. Flowers in May are comparatively scarce and expensive, and few of the Grand Army posts are rich enough to spend large sums for emblems that fade in a day. Of late years many posts have resorted to dried flowers. Post 15 decorates more than 200 graves in Mt. Auburn Cemetery, and has secured a silk flag, 12 by 18 inches, bordered with yellow silk fringe, and mounted on a varnished spear-headed staff three feet in length. On the 30th of May it proposes to place one upon the grave of each solder and salior burled in Mt. Auburn. Each flag will have printed on it the name of the post.

RESIGNATION OF AN ARMY OFFICER.

[BY TELEGRAPH TO THE TRIBUNE.] St. PAUL, April 15. - Lieutenant-Colonel Guide Ilges of, the 18th Infantry, who captured Sitting Bull and his band, has placed his resignation in the hands of General Terry. This announcement will creatre considerable surprise in Army circles.

A DEPUTY MARSHAL CONFICTED.

ATLANTA, Ga., April 15 .- John Robinson, one of the deputies of Marshal Longstreet, has been convicted here of presenting false and fraudulent accounts.

TELEGRAPH NOTES.

TELEGRAPH NOILS.

TWO SAILORS LOST IN A FOG.

GLOUCESTER, Mass., April 15.—James Rodney and William Rodgers are missing from the schooner sultana, white has just arrived from the Western Banks. They were lost in a fog white tending trawls.

FROM PRISON TO A VIOLENT DEATH.

NASHVILLE, Tenn., April 15.—Phil May, an escaped conviet, was shot and killed Friday evening near Huntsville, Ala., while resisting arrest.

FATAL QUARRELS IN TEXAS.

GALVESTON, Tex., April 15.—A dispatch to The News from Jacksboro says. "During a quarrel between Joseph Blackerby and James Wyrick, yesterday afternoon, the inter was shot and killed." A dispatch from Jacksboro to The News says: "Yesterday John Green, jr., shot and instantly killed his uncle. Joseph Winchester. Winchester drow a kinfe and was advancing on Green when the latter fired. The affray was the result of an old quarrel."

DEATH FROM A BROKEN SKULL.

ROCHESTER, April 15.—A woman named McNamara, soventy years of age, was found dead in allow tenement house here this morning. Her skull was broken and there were several bruises on her head. A hammer was found by her side on the bed. A man named Benhil, living in the same house, was greated on suspicion, and a search is being made for his wife.

WILKESBARRE, Penn., April 15.—A cave-in took

for his wife.

CAVING IN OF A COAL MINE.

WILKESBARRE, Penn., April 15.—A cave-in took place at Cawringht's mines, at Plainsville, to-lay. The surface ground settled 6 feet, extending across the main roadway and covering an area of 85 feet in circumference.

A CHANNE OF PASTORATES.

PETERSBURG, Va., April 15.—The Rev. W. A.
Pearson, pastor of the Byrns Street Baptist Charch, in this
city, tendered his resignation to day to accept a call from
Smithheid, Va.

PRICE FOUR CENTS.

STATE APPOINTMENTS.

THE GOVERNOR'S METHOD OF FILLING

SURPRISES THE ORDER OF THE DAY-MR. BEEBE AND THE INSURANCE DEPARTMENT - CANDIDATES FOR OTHER OFFICES.

FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE.]
ALBANY, April 15.—Senator Titus, of Buffalo, said with a smile lately that he believed Governor Cleveland delighted to do just contrary to what people expected him to do. "Often," said the Senator, "I have been seated at the Tifft House table waiting for my dinner when he has come in and asked me what I had ordered. I would say: 'Well, I am going to have some pea soup, some whitefish, roast beef and vegetables, and perhaps a piece of apple pie.' Then he would say: 'Waiter, bring me some bean soup, shad, boiled mutton and vegetables, and rice pudding.' I have never known him to order a single thing that I have ordered; indeed, he seems to have taken pains to order something different."

In making the coming appointments of Superintendent of the Insurance Department, of Immigration Commissioner, of Judges of the Court of Claims, and of Superintendent of the Bank Department, the Governor, it is suspected, will act in the same manner that be did at Senator Titus's dinner-table : do just contrary to what people are thinking he wilt do. All of the above-named appointments will probably be made the present week. Yet the public is in complete darkness as to the intentions of the Governor respecting them. There is no sign as to whom he will appoint to the offices named. The insurance companies are devoured with curiosity to know who is to succeed Superintendent Fairman, whose term expires to-day, as head of the Insurance Department ; but they have been unable to learn who is the Governor's choice for the position. This, too, after their agents here have as diligently tried to learn the Governor's secret as the scouts of an oil speculator had to learn whether a "mystery" of the oil fields is a "gusher." It is a successful "mystery" in this case. Few Governors have been so successful in keeping their secrets as the present Executive. In no instance since he took office has it been known in advance whom he was going to appoint to a State position. There have been rumors that he was going to appoint this or that man, but the guesses have invariably been mistaken ones. He listens to recommendations of persons for office by members of the Legislature, by prominent politicians and from influential private citizens, without giving a sign as to how he receives them. There is always an uneasy feeling on the part of the men who thus preffer recommendations that the Governor may select a man who is not recommended. Isaac G. Perry, tha new Capitol Commissioner, and John G. Brumelkamp, Superintendent of the State Salt Works, are believed to have been the Governor's own discov-

eries. BEEBE'S INSURANCE CAMPAIGN.

The man who makes too persistent an application for office, it is generally believed, will lose his chance with Governor Cleveland of appointment. If, therefore, ex-Congressman George M. Beebe, of Monticello, Sullivan County, should be appointed Superintendent of the Insurance Department, the Albany public will be surprised. Mr. Beebe has travelled from Montank Point to Lake Erie obtaining letters in favor of his appointment from prominent Democrats, and has also persuaded eminent Democrats of other States to intercede for him with the Governor. All these interesting documents have been poured upon the Governor's table. Then, as if to destroy wantonly his chances, Beebe had General Francis B. Spinola collect the signatures of the Democratic Assemblymen to a petition in favor of his appointment. Moreover, for the past two months Mr. Beebe has been con Albany, an obvious officestantly in seeker. All this energy and industry it is believed has prejudiced Governor Cleveland against

The appointment, if made, would unquestionably be a very unpopular one with insurance companies and insurance policy-holders from a belief on their part that Beebe would make the Insurance Department a political "machine." The recent experience of the insurance companies under au Insarance Department run as a political "machine" is not such as to make them desirous of a repetition of that kind of superintendence. It is suspected also that Beebe has already made promises of positions in the Department which if carried out would make it a " machine " of the worst char-

acter. MR. M'CALL AND OTHER CANDIDATES.

One of the men most prominently named for the position of Superintendent, John A. McCall, jr., the present Deputy Superintendent, has been thoroughly tested in this matter of promising positions. He has been assured by politicians that if he would only promise clerkships and other positions in the Insurance Department there would be no opposition to his appointment as its Superintendent. This he refused to do. He also refused to make a promise to remove all the Republican clerks, stating that the efficiency of the Department would be destroyed if its trained men were discharged. This independent attitude of Mr. McCall has irritated the politicians, and there promises to be an explosion of wrath from them if he should be appointed. It is well to state also that he has not applied for the position of Superintendent although a whole arsenal of the weapons used by politicians in such emergencies are at his command. His promotion to the position of Superintendent is asked for on the ground that such an appointment would be putting in practice the Civil Service Reform ideas lately expressed by prominent Demoeratic politicians. After having worked faithfully and efficiently as a deputy in a public office for many years, it is urged that Mr. McCall deserves promotion. It is also said that the appointment of a man of such well-known

the appointment of a man of such well-known integrity to a place of enormous temptatious would give assurance in advance to the public of an honest administration of the Insurance Department.

Yet Governor Cleveland's contrary spirit may inspire him not to appoint either McCall or Beebe, but some man who has never been mentioned for the office. At one time it was thought that the Governor's former law partner, Wilson S. Bissell, of Buffalo, would be appointed. It is understood, however, that Mr. Bissell declined the appointment, the salary of the office—\$7,000—not being a temptation to him to leave his law business. Thomas H.Carroll, of Saratoga, is also mentioned as a candidate for the place, and is asserted to have the support of Samuel J. Tilden. John J. Acker, of Albany, has the support of the mutual benefit insurance companies for the position.

OTHER OFFICES.

Mr. Carroll, if disappointed, may be consoled with the office of Superintendent of the Bank Department, and Mr. Beebe may be made one of the Judges of the Court of Claims. George B. Bradley, who was the Democratic candidate for Judge of the Court of Appeals in 1878, is a candidate for Judge of the Court of Claims. The friends of ex-Attorney-General Schoonmaker have suggested that he be made one of the judges of the same Court. Edgar K. Apgar, at present Deputy State Treasurer, may possibly be appointed Superintendent of the Bank Department. The Immigration Commissioner, it is said, will be some resident of New-York or Brooklyn. Oswald Ottendorfer, of the Staats-Zeitung, urges, it is rumored, the appointment of some German-American as the head of the Commission. Senator Jacobs, the author of the Immigration Commission bill, is said to favor the appointment of Colonel Thomas Carroll, ex-Register of Brooklyn. John Kelly desires the appointment of ex-Judge Spencer. Mayor Edson is also said to have a candidate.

All these appointments will have to be swiftly made and confirmed, as the Legislature is likely to adjourn on April 29. There will be, therefore, little time for the Senate to consider carefully the merits of each nominee. It seems to be taken for granted that all the Governor's nominations will be confirmed. The desire for "harmony" till after the Presidential election of 1884 is very great among all factions of Democratic politicians. Accordingly they will not quarrel with the Governor under any pretext. made one of the judges of the same Court. Edgar K.